

28, Harley Road, Camden London NW3 3BN

Formation of a New Driveway Access Including a New Vehicle Crossover

Design & Access Statement

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1. Introduction

Overview

This Design and Access Statement has been prepared by Chilmark Consulting Ltd. (CCL) on behalf of the applicant, Sheikh Mohamed and Sheikh Hamdan Shaya Alhamed.

28, Harley Road, London NW 3BN (the 'Property') is an existing large detached family dwelling, which is being refurbished and altered for the current owners. It has a long and detailed planning history and CCL are currently working with the London Borough of Camden to deal with some outstanding planning matters.

This planning application and Conservation Area consent seeks to form a new driveway access and cross over to the existing dwelling. The formal description of development is as follows:

“Formation of a new driveway access including a new vehicle cross over, associated boundary treatments and resurfacing of the existing driveway”

Structure of this Statement

The Statement has been prepared in accordance with the Department for Communities and Local Government's (DCLG) *Circular 01/2006* which requires applications to be accompanied by a Design and Access Statement together with reference to the Commission for Architecture and the Built Environment's (CABE) guidance on *Design and Access Statements: How to write, read and use them* (CABE, 2006).

This Design and Access Statement (DAS) also accords with the *Town and Country Planning (Development Management Procedure) (England) Order, 2010* and the National Planning Practice Guidance

(NPPG), which set out the requirements for a DAS, including the design principles and concepts that have been applied to the development; and how issues relating to access to the development have been addressed.

To address these requirements, the Design and Access Statement is structured as follows:

- **Section 1 Introduction** – sets out the background and purpose of the document;
- **Section 2 Site Analysis** – outlines the application site;
- **Section 3 Planning Policy Context** – addresses, in summary, the relevant planning policies directly relevant to the proposed development;
- **Section 4 Design and Access Proposals** – provides an overview of the design and access proposals in the context of the nature of use and quantum of development proposed, layout of the development, scale of building, appearance, materials and landscaping;
- **Section 5** – provides an overall summary conclusion of the design and access of the proposed development.

2. Site Context

The Site Context

The Property forms an existing, detached 1920's residence of some 7,000 sq.ft that has been subject to various improvements and extensions over time.

The Property extends to 0.1517 hectares and is of a regular, rectangular shape. It is bounded by residential properties on three sides and with Harley Road on its north-eastern side.

The Property is situated on Harley Road near its junction with Wadham Gardens.

The immediate area is characterised as a mature residential neighbourhood and is within the designated Elsworthy Conservation Area (2009). The Property is not statutorily Listed or a locally listed Building of Townscape Merit.

The Property is in the London Borough of Camden (LBC) who are the responsible Local Planning Authority (LPA).

3. Planning Policy Context

Introduction

Section 38(6) of the *Planning and Compulsory Purchase Act* (2004) provides that planning decisions must be made in accordance with the Development Plan unless material considerations indicate otherwise.

This section of the Design and Access Statement offers a summary of design and access policies relevant to the application.

The Development Plan

The Development Plan for the London Borough of Camden consists of:

- The London Plan (2016)
- The Camden Local Plan (2017)
- Adopted Policies Map (Updated March 2019)
- Site Allocations Plan (2013)
- Elsworthy Conservation Area Statement (2009).

The policies and objectives of the National Planning Policy Framework (NPPF) are also themselves relevant material considerations.

For an application of this nature the Local Plan will be the most relevant DPD in which to assess the proposed development against.

Policy D1 (Design) the Council will seek to secure high quality design in development. Development should meet a number of criteria including respects local context and character, preserves or enhances the historic environment and heritage assets, comprises details and materials that are of high quality and complement the local character, integrates well with the surrounding streets and open spaces, improving movement through the site and wider area with

direct, accessible and easily recognisable routes and contributes positively to the street frontage.

Policy D2 (Heritage – Conservation Areas) in order to maintain the character of Camden's Conservation Areas, the Council will take account of Conservation Area statements, appraisals and management strategies when assessing applications within conservation areas. require that development within conservation areas preserves or, where possible, enhances the character or appearance of the area.

The supporting text for Policy T2 Car Parking and Car Free Development paragraph 10.21 states: '*...Trees, hedgerows, boundary walls and fences are often the traditional form of enclosure on Camden's streets, particularly in conservation areas, contributing greatly to their character, as recognised in Camden's Conservation Area Appraisals and Management Strategies. This form can be broken if garden features are replaced by areas of paving or hard standing. Development of boundary treatments and gardens to provide on-site private parking often requires the loss of much needed public on-street parking bays to create vehicle crossovers. Areas of paving can also increase the volume and speed of water run-off....*' The Proposed Development is seeking to resurface an existing driveway and provide another gate and crossover. The Proposed Development will involve the loss of 2 on-street car parking spaces and is supported by a Car Parking Survey and Statement which confirms that the loss of these spaces would not have a negative impact.

With regards to the Elsworthy Conservation Area Statement the proposed development will match the materials which currently make up the existing gate and railings. The proposed development will provide better symmetry to the principle elevation by having two gates on either end together with matching brick pillars.

The proposed development provides an opportunity to improve the existing boundary treatment of the dwelling by providing a more symmetrical appearance and to thereby enhance the character of the Conservation Area by using the same materials and design as the

existing gate and railings. Within the Elsworthy Conservation Area Statement in Appendix 7: Built Heritage Audit (page 66) states that Harley Road's 'elements of streetscape interest' are as follows: *'Granite kerbs, some York stone paving, some cobbled drive, some cobbled drives, low boundary walls, some original stone gate posts, wooden bench, partial tiled road marker and mature trees'*. The Proposed Development would add to these streetscape interests. The existing mature tree in the middle of the existing landscaped area will be retained.

4. Design and Access Proposals

Concept Principles

In developing a framework for the scheme proposals, it is necessary to identify the reasoning and background principles that guide the concept.

These principles are guided by relevant national planning and design policies as well as local policies contained in the Development Plan documents.

The design principles reflect the evolution of the scheme and are as follows:

- retain and integrate the scheme within the existing Property's context;
- make full use of the existing access and egress;
- connect to established rights of way;
- complement and enhance the character of the Conservation Area;
- ensure the appearance and materials proposed match those that already exist at the Property; and
- provide new planting and landscaping through the development proposals to integrate the new access driveway with the existing Property's forecourt area.

Consultation and Engagement in Evolution of the Scheme

Pre-submission consultation and discussions were held with London Borough of Camden planning officers on 27th February 2019 and formal advice was received on 10th April 2019.

Description of the Application Scheme

The proposed scheme seeks to alter the existing driveway and provide an additional vehicular access point to allow it to be used as an 'in and out' driveway.

The application proposals are shown on the following plans and drawings for determination:

- Location Plan (**1163-200**) showing the planning application red line area and its wider location;
- Existing Entrance and Driveway Plans Site Plan (**1163-201**) – that shows the existing application site;
- Proposed Entrance and Driveway Plans (**1163-211**) that show the proposed development;
- Existing and Proposed Site Floorplan (**1163-220**) – setting out the proposed layout of the development.



Picture 1: Existing Property Access and Boundary and with Harley Road

The Property currently has a construction hoarding erected to allow other consented re-development and alteration work to be undertaken in order to refurbish the dwelling. This is shown in Picture 1 above.



Picture 2: View Towards Harley Road and Propsed Location for New Driveway Access to Harley Road



Picture 3: Existing Driveway Access to the Property

The existing railings along the front boundary of the dwelling are evident as well as the existing gate and brick pillars to which it is attached; these will be retained. This is shown in Pictures 2 and 3 above.

The proposed development will provide a new vehicular access gate to the same design, appear and materials as the existing one. This is to be situated on the north-eastern boundary to the Property to provide the 'in out driveway' proposed. A new dropped kerb would be installed on the adjacent pavement Harley Road to allow vehicles to cross over the public pavement and reach the public highway appropriately. All proposed materials and design details in terms of scale, bulk and appearance will match the existing.

Once completed the two gates will provide an improved level and efficiency of access to the Property from the public highway. The gates will be secured, and access will be gained through a key pad on each gate as well as an intercom to allow the occupiers of the dwelling to open the gates remotely.

The driveway area itself will be resurfaced with granite sets of a silver-grey tone and landscaped with appropriate shrubbery planted in the existing planter area as well as behind the boundary railings. This is clearly shown on the Proposed Plans references 1163-211 and 1163-220.

The new driveway entrance will involve the development of a dropped kerb and the loss of two existing on-street car parking spaces. The loss of the on-street parking has been subject to a separate analysis and assessment in the submitted Car Parking Survey and Statement prepared by Markides Associates as part of the application.

The principle of an in and out driveway is a common characteristic elsewhere in Harley Road (and surrounding roads) with nos. 9, 26 and 30 Harley Road noted to already have in and out driveways.

5. Conclusions

This Design and Access Statement confirms the positive attributes of the application site and the contextual characteristics and constraints that have shaped the proposed scheme for a new driveway entrance and cross over to Harley Road.

The proposals for the formation a new driveway access and cross over to the existing dwelling. This will provide the driveway to be used as an 'in and out' driveway.

The design principles and details set out in this Design and Access Statement have been developed in accordance with best practice urban design guidelines and create a form and nature of proposed development that respects and enhances the existing Property and the character and appearance of the Conservation Area in this location.

The Proposed Development is seeking to use the same materials and design as the existing gate and boundary railings to provide a more balanced appearance to/from the front elevation of the Property when viewed from Harley Road.

As the proposed scheme would use matching materials and design (in terms of the appearance and scale of the new gateway) there is a clear opportunity to preserve and enhance the Conservation Area with a positive contribution to the heritage asset.

The development proposed meets the requirements of relevant Development Plan policies D1 and D2, as well as the Conservation Area Statement.

It is considered that the application scheme proposals are in accordance with local planning policies and national policy objectives, offer positive benefits to the character and appearance of

the Conservation Area and to the subject Property and as such should be promptly granted planning permission.

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